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E. P. Wheeler

Wheeler's Florida Hand Book,

SEASON OF 1876-7.

F 316
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ARRANGED FOR

TOURISTS, SETTLERS

—AND—

INVALIDS,

AND ALL INTERESTED IN

FLORIDA.

PROVIDENCE:
A. CRAWFORD GREENE, STEAM BOOK AND JOB PRINTER.
1876.

MISCELLANEOUS INFORMATION.

The Piedmont Line is an excellent route for families and particularly invalids; the high pine country through which the road pa[illegible], and the excellent rolling stock affording real advantages. The officers and conductors are always considerate of the wants of the passengers.

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FLORIDA NEWSPAPERS.

The *Florida New Yorker*, published by J. B. Oliver, 34 Park Row, New York. Terms $2.00 per year.

The *Florida Agriculturist*, Charles D. Walton & Co., publishers, Jacksonville.

The *South*, published by the South Publishing Co., 202 Fulton Street, New York.

The *Palatka Eastern Herald*, Col. Pratt Editor.

Forest and Stream, the paper for sportsmen, office 17 Chatham Street, New York.

The Sunland *Tribune*, an excellent paper published at Tampa, Fla.

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Greenlief's Museum and mammoth collection of curiosities, on Bay Street, Jacksonville, should be visited by everybody. Here is also a magnificent stock of Jewelry.

———o———

R. J. Adams, Palatka, is the polite agent of the Charleston Steamers, City Point and Dictator, also for the Ocklawaha and upper St. Johns Steamers.

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Much will be saved by every traveler calling for excursion tickets via Piedmont Line.

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The Atlantic and Gulf R. R., from Savannah to Jacksonville will run two passenger trains daily through the winter.

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Whoever wants a reliable map of Florida should write to or call upon J. B. Oliver, 34 Park Row, New York. Price $1 25.

MAP OF THE
ATLANTIC & GULF
RAILROAD
AND ITS CONNECTIONS.
Little Tohopekaliga L.
Washington L.
Eau Gallie
Cypress Swamp
Ft. Vinton
Ft. Drum
Ft. Lloyd
Cypress L.
Kissimee R.
LAKE OKEECHOBEE
Ft. Kissimee
Ft. Carroll
L. Istokpoga
Good Water
Ft. Centro
Peace Cr.
Punta Rossa
Tampa
Ft. Hamer
Manatee
Havana

GUIDE TO FLORIDA.

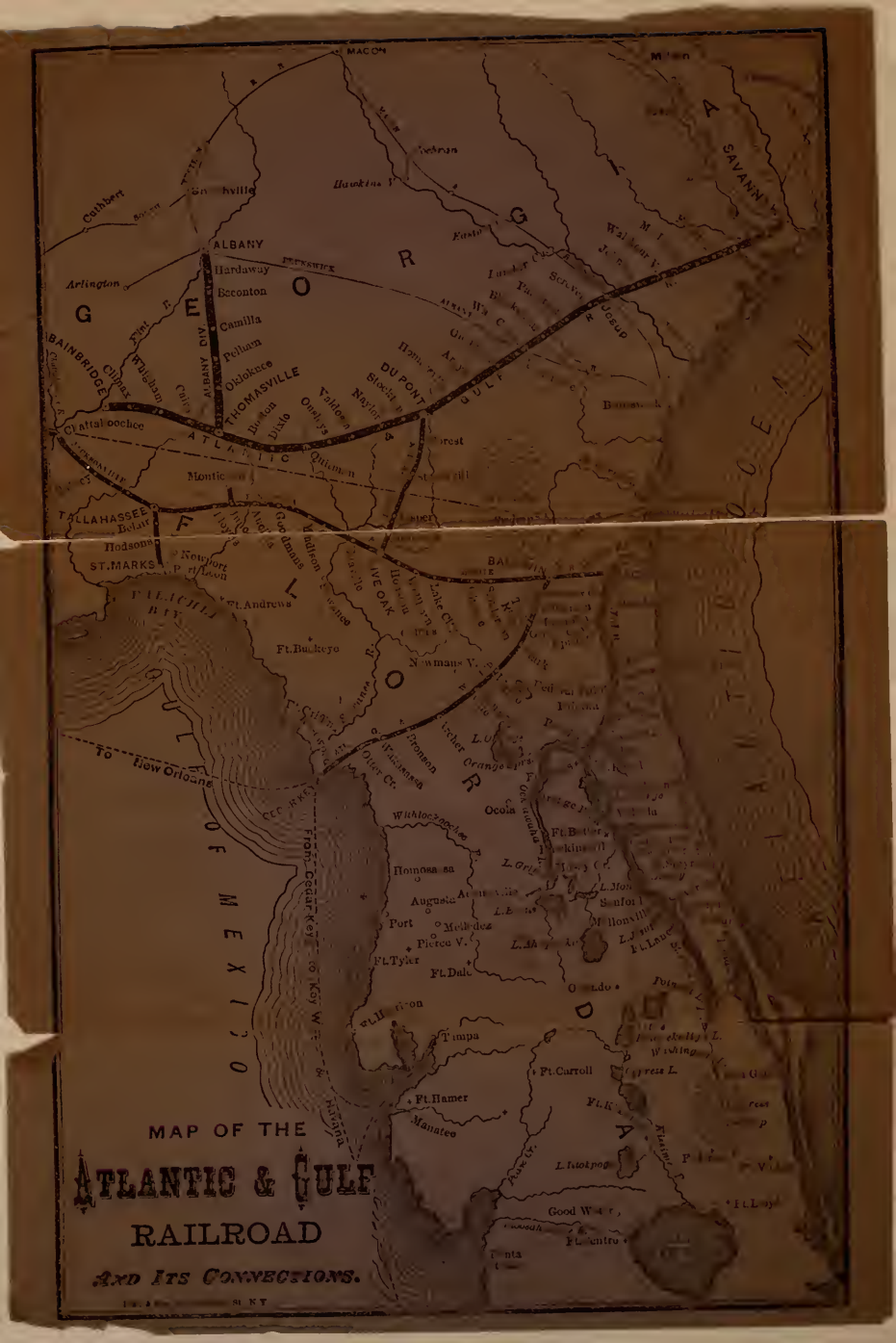
HISTORIC SUMMARY.

Sebastian Cabot while voyaging along our Eastern coast, in 1497, discovered Florida but did not land. It was the good fortune of Ponce de Leon an intrepid Spanish Navigator to explore the new country and give it its name The search of the old cavalier for the fabled "Fountain of Youth," was fruitless; the Indians harrassed and killed many of his followers, and Leon himself was wounded, yet a name and fame were won.

Narvaez followed with an attempt to settle the peninsula but failed. In 1539, Ferdinand de Soto landed at Tampa with a thousand men, but this effort at colonization was fruitless. In 1564 the French Huguenots under Jaen Ribault, attempted to settle at the mouth of the St. Johns river but most of them were massacred by Menendez. In 1565 Menendez founded St. Augustine, and for a hundred years the Spaniards were masters of the country. In 1763, Spain ceded the whole territory to Great Britian. In 1781 the Spaniards reoccupied the country, and by virtue of the treaty of 1784 maintained jurisdiction until 1819 when they ceded the colony to the United States. A teritorial government was then organized, and in 1845 Florida became a state. An ordinance of secession was passed in 1861, and one important battle was fought between the Confederates under Gen. Finnigan, and the Federal troops under Gen. Seymour at Olustee, in February, 1864, ending in victory to the Confederates. After the surrender of Gen. Lee at Appomattox the state was duly reconstructed by act of Congress.

GEOGRAPHICAL FEATURES, CLIMATE AND PRODUCTIONS.

The State lies between the 25th and 31st degrees, North Latitude and is encircled by the warm waters of the Gulf Stream. A large portion of the State is practically below the frost line and will produce the Orange, Lemon, Citron, Fig, Banana, Pine Apple and Cocoanut. Tobacco and Sugar Cane grow finely, and can be made remunerative. The long staple variety of Cotton grows everywhere and for many years has been the principal crop. The culture of the Orange, however, has become a leading pursuit, and as but from five to seven years only are required to bring a grove into bearing, and in the meantime large and paying crops of Vegetables can be produced for the Northern Markets; thousands of settlers are taking up lands everywhere along the Railroads and the St. John's and Indian River. For full information in respect to Orange and general Fruit Culture all interested are referred to valuable pamphlets which can be procured by corresponding with Chas. A. Walton & Co., Jacksonville.



MAP OF THE

ATLANTIC & GULF

RAILROAD

And Its Connections.

Early Vegetables can be grown anywhere along the railroad from Cedar Keys to Fernandina, and transported to Northern Markets quickly, making an excellent paying business. Intending settlers are referred to the advantageous terms of the Emigration Co., of which J. B. Oliver, 34 Park Row, N. Y., or J. P. Snow, Old State House, Boston, are Agents. The sweet potatoe is produced every month in the year. Irish potatoes are successfully grown. Watermelons and other vegetables and small fruits are abundant. Cereals, such as Corn, Oats, Rye and Rice are profitable. The timber of the state covers an area of over thirty thousand square miles.

The Pine forests are grand, while along the St. Johns and the curious Ocklawaha and other tributaries there are magnificent forests of Cypress, Magnolia and Live Oak, often interspersed with groves of Wild Orange which are easily budded with the sweet fruit. Col. Whitner, of Fort Reed, Orange Co., is the owner of a handsome banana grove. Dummits Grove of oranges on Indian River is well known. Col. Hart of Palatka and Dr. Moragne also have fine groves, the former is visited by nearly all who pass up the St. Johns. An orange grove of five acres has produced 7.000 dollars worth of oranges in one year. One acre of watermellons has netted $1.000. Over 1000 crates of peas were shipped from Lake City between the 12th and 30th of March.

The celebrated Faber Pencils are made from cedar grown near Cedar Keys. But is it *healthy* we are asked. We may reply there is no sickness in the state worth mentioning except a light form of malarious fever in some low sections and this is easily controlled. Consumptives are sure to be relieved if not wholly cured if they come in good season. Game is abundant, consisting of deer, wild turkeys, ducks, etc., while the rivers and lakes abound in shad and trout or black bass. To the lovers of curiosities in nature Florida presents an inviting list. Silver Spring 100 miles up the Ocklawaha, Wakulla Spring near Tallehassee, Green Cove Spring on the St. Johns, while lovers of the antique will be interested in the old fort San Juan, the Town Wall, the Sea Wall, Market and Monument on the Plaza at St. Augustine.

Great improvements are being every where made. A fine new hotel has been recently built on Draytons Island, Lake George. Dr. L. H. Harris of Pittsburg, Penn., contemplates erecting a hotel at St. Francis Grove, four miles north of Hawkinsville. A fine new house at Sanford, a handsome new hotel at Gainesville, and general progress everywhere through the State.

FLORIDA CORRESPONDENCE AND PENCILINGS.

From the *Florida New Yorker* we quote the following letter from C. B. Dibble, residing at Rosewood, on the railroad running from Fernandina to Cedar Keys:

"The writer of this article went to Florida in 1870, broken down in health, with a cough, rheumatism, etc., and after spending three seasons there, can truly say that my general health has much improved, and I am now in better health than for many years past. The first year I went down to look, and came away satisfied that the

climate was just what I needed, and that I could pay expenses and more by raising early vegetables for the Northern markets. After looking about considerably, I selected for the field of my operation the most southerly point in Florida, having quick and sure communication with New York. This place is on the Florida Railroad, near Cedar Keys, on the Gulf coast. The season here is at least a week earlier than that of the same latitude on the Atlantic side, and another advantage is that the land is far more productive. For two years past I have succeeded in getting the first outdoor cucumbers into the New York market, without the aid of hot beds or other appliances for forcing, such as are used by market gardeners near New York. My crops last year consisted of watermelons, cabbages, beets, Irish potatoes, summer-squash, snap-beans, cucumbers, and tomatoes, and in addition, three acres of oats and twenty acres of corn. I sent to market about 5,000 melons, averaging over 20 pounds each; 45 barrels of cabbages, 30 bushels of beets, 35 barrels of potatoes, 45 bushels of summer squash, 50 bushels of snap-beans, 450 bushels of cucumbers, and 65 bushels of tomatoes. I had a fair crop of oats and a good crop of corn for the country. All of the above crops, except the corn, were harvested and sent to market before the first of July. I also planted one-half acre of sweet potatoes that I shall harvest when I return in November. Of melons there were thousands that were left in the field, maturing too late for profitable shipment; also hundreds of bushels of cucumbers were left on the ground when I stopped picking. I was getting 150 bushels a week. While some things were enormously high, others barely sold for enough to pay freight, and in one instance not enough for that. On the whole I am well satisfied with the margin of profit. Now, a person will naturally inquire how much help was required to do all this work? Besides myself, I had one man eight months and another four months, with a few days' work by negro women at picking cucumbers and snap-beans. I also worked for a neighbor at sugar-making nearly two months, and was occupied at least a month in making vegetable crates and boxes. There is no hurry or drive. We commeneed planting in November, and in April we finished planting corn, and the same week we were harvesting oats and cabbages. The weather is beautiful throughout the winter, not unlike the Indian summer of the North, with but few rainy days."

The author of this work has a right to speak of the climate of Florida, for when he started from his home in New Jersey for Palatka, on the St. Johns, he had been very sick for six months with pneumonia and pleurisy, attended by a fearful cough. There was an undoubted pulmonary affection and the prospect was gloomy enough. We remained in the State until April, and during our stay gained thirty-five pounds of flesh. The restoration seems to be entire, no traces of throat or lung difficulty remaining. Our own city paper refering to the matter, under date of March 12th, 1874, said:—"By a letter received by the Choral Union from the President, Rev. Edwin S. Wheeler, we learn that his health has been entirely recovered, and in fact his voice is stronger than ever before. We expect to see him at home by the first Sabbath in April." It is difficult, even after a long and intimate acquaintance with many

portions of the State, to state precisely which is the best resort for consumptives. There is a variety of temperature as well as a variety of soil, and it is well that this is so, for there are no two consumptives whose cases are alike. To many whose homes have been inland in the cold North, we should say, go to St. Augustine or along Indian River; if residing on or near the coast, try the St. Johns or along the railroad from Fernandina to Cedar Keys. Waldo, Starke, Santa Fee Lake. Gainesville or Bronson are healthy localities. Ocala is another healthy point. We can also speak favorably of St. Francis Grove, on the St. Johns, 170 miles from Jacksonville, where a good hotel will soon be built, by L. H. Harris, Esq , of Pittsburg, Penn., and of Sanford. Fort Ried, and many other pleasant points in Orange Co. Some one at our elbow asks us the price of board in Florida. Well, here again variety is the order. The fashionable hotels ask about the same as at watering places in the North ; but good board may be procured in families at from eight to ten or twelve dollars per week, with a liberal discount from these prices if the boarder will agree to remain a month or more. We may add that the bill of fare generally includes venison and wild turkey from the forrest.

A well known Northern gentleman writing from Duval Co., says—"I came here an invalid nearly three years ago, without a hope of ever being able to do anything except merely to stave off the final end for a few months. I have gained little by little, till I now find myself feeling as well as I ever did. Cough all gone, not a trace of heart disease left, a good appetite, and what is more, a contented and happy mind. I would not return North to live were I assured of perfect immunity from danger of a relapse."

In purchasing land, there is hardly any regular, standard price ; cleared lands are selling from two to ten dollars per acre, according to quality and location. Hammock lands are generally higher than others, being more productive than pine lands. Pine lands are considered by many, however, to be better adapted for the orange, grape, and other fruits, and some even prefer them, when properly fertilized, for corn, cotton and potatoes.

There is no pleasanter route for New England travellers who wish to go by an unbroken all rail route to Florida, or any point South, than *via* the New York and New England Railroad. Trains leave foot of Summer Street, Boston, at 9 a. m.,for all points South. The transfer Steamer Maryland, saves a hack ride and expense in New York. The 7 p. m. train is a quick through train for Washington.

Through fares to Florida from New York, $36.75. Excursion Tickets from New York to Jacksonville $55 00.

Fare on River Steamers to Tocoi $1 00, Palatka $2.00 ; Meals $1.00 extra. To Enterprise including Meals and State Room $6.00; Time 36 hours.

Travelers who wish to visit the lovely town of Nassau, N. P., in the West Indies, should notice Murray and Ferris' advertisement of Steamers in this volume. The steamers are first-class, the officers polite and attentive, and the trip is decidedly a pleasure to all tourists and invalids.

INTERESTING POINTS BY RIVER, SEA AND RAIL.

Fernandina is an ancient town on Amelia Island ; has a splendid harbor. A few miles distant is to be seen the old residence of Gen. Nathaniel Greene.

Gainesville, 96 miles from Fernandina, is a fine town, very healthy and in the midst of a fine agricultural region.

Jacksonville, 25 miles from the mouth of the St. Johns, is the commercial mart of the State.

Mandarin, 15 miles from Jacksonville, is the residence of Mrs. Harriet Beecher Stowe.

Green Cove Springs, 28 miles from Jacksonville, is on the wes bank, and noted for its Sulphur Spring.

At Tocoi we take cars for St. Augustine, "ye ancient city," where we see the Plaza—the Stone Market, the Sea wall, the old fort San Juan begun in 1620 and still a fine fortification.

Palatka, 75 miles from Jacksonville, is a good place for consumptives, as we know from personal experience. Here is to be seen Col. Hart's famous orange grove. The Ocklawaha River furnishes many attractions. The famous Silver Spring is reached by this route. From the spring we ride 6 miles to Ocala, the court town of Marion Co. A good resort for the sick.

Orange County is full of interest. Here are Fort Ried, Altamonte, Lake Maitland, Sanford, and opposite, on Lake Monroe, is situated Enterprise. A few miles east from Lake Monroe and Lake Harney we come to Indian River, a growing and fertile locality. Waldo, on the railroad from Fernandina to Cedar Keys, at the divirging point of the Peninsula railroad, is the centre of a productive section- Santa Fee Lake, but four miles distance, is a beautiful body of water. Bronson, 122 miles from Fernandina on the railroad, is coming into notice. Lands suitable for trucking, orange and grape culture, can be procured very reasonably by applying to any one of the enterprising agents of the Emigration Co. mentioned elsewhere

Orange City, New Smyrna, Titusville and all the small towns along the Indian River, are growing very rapidly.

The City of Gainesville gains in having the "Arlington House" opened this winter. H. A. Kilburn is the popular proprietor.

Mrs. Bryan, an old resident on Lake Santafee, Alachua county, Florida, has an orange tree planted by herself sixteen or seventeen years ago, which produced last year five thousand oranges.

The J. P. & M. R. R. run trains, twice daily. from Jacksonville to Tallahasse and the celebrated Wakulla Springs. All tourists should visit these points.

POPULATION.

In 1870 the population consisted of 96,057 whites and 91,689 blacks; the increase in ten years being about 35 per cent. No State can boast of so fine a class of new settlers. Jacksonville has 13,000, Fernandina 3000, St. Augustine 2500, Tallehassee, the capital, 2800, Pensacola 2000, Palatka 1200, Gainsville 1500, Key West 3000, and Lake City 2000, besides minor towns which are rapidly growing. No Southern State can vie with Florida in a pleasant reception of Northern settlers, and there are many points along the coast and the St. Johns, and particularly along the Transit R. R. from Fernandina to Ceder Keys which offer fine facilities to the fruit-grower and vegitable producer.

HOW TO REACH FLORIDA.

RAIL ROUTES.

PIEDMONT LINE—via New York, Philadelphia, Baltimore, Richmond, Charlotte, Atlanta, Macon Brunswick.—Steamers to Fernandina and Rail (quick time) to Jacksonville. Leave N. Y. at 6 P. M.

PIEDMONT LINE.—via Richmond, Charlotte and Augusta.

via Richmond, Charlotte and Columbia via Charleston and Savannah, also by popular Bay Route, York River Line from Baltimore at 4 P. M.

N. Y. & N. E. R. R.—From Boston at 9 a. m., and 7 p. m.

ATLANTIC COAST LINE.—via New York, Baltimore, Richmond, Wilmington. via New York, Baltimore, Bay Route, Norfolk and Wilmington.

RAIL FROM CHARLESTON.—via Charleston and Savannah Rail Road.

" SAVANNAH.—via Atlantic and Gulf R. R, twice daily.

SEA ROUTES.

FROM BOSTON—Boston and Savannah Steamships, F. Nickerson & Co. agents, 205 State street, Boston; write to this address.

FROM PROVIDENCE—Steamers weekly via Baltimore, connecting for Savannah; write to E. H. Rockwell, agent Baltimore Line, Providence, R. I.

FROM NEW YORK—Great Southern Freight and Passenger Route, via Charleston. Steamships City of Atlanta, Cleopatra, Champion and G. W. Clyde, every Wednesday and Saturday. J. W Quintard, 177 West street.

" CHARLESTON—Steamships City Point and Dictator in close connection every Tuesday and Saturday with New York Steamers, touching at Savannah and Fernandina.

" NEW YORK—Murray & Ferris Line Steamships, every Tuesday from Pier 16, East River. Also connecting at Savannah for Nassau.

" NEW YORK.—Mallory Line via Fernandina, Tuesday and Friday, Pier 20, East River.

" PHILADELPHIA.—Steamers Juniata and Wyoming, every Sat., Wm. L. James, Gen Agt. 416 South Del. Av. Phil.

HOTELS IN FLORIDA AND EN ROUTE.

BALTIMORE—Eutaw Hotel, corner of Baltimore and Eutaw Sts. The finest house in the city; rates reasonable.

RICHMOND—Ford's Hotel, opposite the capital; A. J. Ford & Son, proprietors. Rates $2.50 per day. Excellent house and largely patronized by Florida travelers.

NORFOLK—Atlantic Hotel, R. S. Dobson, Prop.; a good house.

CHARLOTTE—Central Hotel, H. C. Eccles, Prop.; fine house.

COLUMBIA—The Wheeler House is well known.

ATLANTA—Kimball House, G. Mc Ginly, Prop., $3.00 per day.

CHARLESTON—Pavillion Hotel, an excellent house, G. T. Alford, Prop. Rates $3.00 per day.

AIKEN—Highland Park Hotel, B. P. Chatfield, proprietor.

AUGUSTA—Planters Hotel, B. P. Chatfield, proprietor.

SAVANNAH—Pulaski House, S. N. Papot & Co., proprietors, Excellent house. The Screven and Marshall Hotels.

TALLEHASSEE—Warwick Hotel, J. P. Slusser, proprietor.

JACKSONVILLE—Grand National, G. M. C. Ginly, Prop.; rates reduced to $3.00 per day. A noble house. Windsor Hotel, Elmwood Hotel, St. James, Carletons Hotel and Metropolitan.

CEDER KEYS—Exchange Hotel, $3.00 per day.

FERNANDINA—Mansion House, M. W. Downie, Prop.

HIBERNIA—Hibernia Hotel, Mrs. Fleming, proprietor.

MAGNOLIA—Magnolia Hotel, E. R. Houghton, proprietor.

GREEN COVE SPRINGS—Clarendon Hotel, Union House.

ST. AUGUSTINE—Magnolia Hotel, W. W. Palmer, proprietor. St. Augustine, E. Viall, proprietor. Florida House. Also numerous well appointed boarding houses.

ST. GEORGE'S ISLAND.—Mouth of St. John's River—fine house—D. W. Ranlett, the popular manager.

PALATKA—Putnum Hotel, F. H. Orvis, proprietor. A first class hotel—a very popular house.
Larkin House, Larkin & Morris, Props., a new house and finely situated with 106 rooms, a first-class house.
The St. Johns is well known.

ENTERPRISE—The Brock House.

SANFORD—Sanford House, J. B. Wistar, manager.

The attention of tourists is directed to a few among the many hotels in the North that are finely kept.

WORCESTER, MASS.—Bay StateHouse, C. B. Pratt, proprietor. First class in every respect.

MANCHESTER, VT.—Equinox House, F. H. Orvis, Prop. Fine summer resort.

NARRAGANSETT PIER, R. I.—Continental Hotel, Bradford, Manager. An excellent house

PHILADELPHIA, PENN.—St. Elmo Hotel, Arch street, below Fourth. A most homelike house. James M. Fegar, proprietor.

BALTIMORE, MD.—Eutaw Hotel, corner of Baltimore and Eutaw streets, A. J. Ford & Son, proprietors. One of the finest houses in the country.

R. N. Witt is the authorized agent of the Florida Land and Emigration Co., at Gainesville, and is also the proprietor of the pleasant Oak Hall Hotel.

J. P. Snow, Boston, is the agent of the Florida L. and E. Co. office Old State House, Boston. New Englanders wishing to settl in Florida can hear much to their advantage by confering with him

ST. JOHNS RIVER STEAMERS.

FOR ENTERPRISE.—Steamer Carrie, Capt. Joe Smith, saile from Fernandina and Jacksonville every Thursday, touching at all points on the St. Johns. Connecting at Fernandina with line of Steamships to New York Also connecting with Steamer Reliance for Savannah an *inside* route, Through bills of lading given to N. York Boston, Baltimore and Philadelphia.

Chater & King, Agts. Fernandina.

Steamer Geo. M. Bird, every Wednesday and Saturday for Enterprise—leaving Jacksonville on arrival of trains.

Steamers City Point & Dictator from Charleston and Savannah—leaving Tuesdays & Fridays for Fernandina, Jacksonville and Palatka. Leaving Palatka every Thursday and Sunday.

R. J. Adams, Agt. Palatka.

Steamer "Lollie Boy" Capt. Shaw, for Salt Lake and intermediate landings every Thursday. A fine boat.

H. R. Teasdale, Agt., Palatka.

Steamer Water Lilly, daily between Fort George and Jacksonville.

Steamer Starlight for Enterprise, Monday and Thursday.

" Hattie " " Tuesday and Friday.

" Florence " Crescent Lake, Monday and Friday.

" Florence " Palatka only, Wednesday.

Steamer "Hattie Barker" for Mellonville, every Tuesday and Fri- at 9.30 o'clock.

Steamer Tuskawilla from Jacksonville for Silver Spring, Thursday.

Steamers Gazelle, Pastime and Rockaway form a daily line between Jacksonville and Enterprise—R. Melrose, Agt., Jacksonville.

OCKLAWAHA RIVER.

HART LINE for the OCKLAWAHA daily and on arrival of Charleston steamers at Palatka.

The Hart Line steamers are the Osceola and Okehumpke sailing twice each week for Silver Spring. The Ocklawaha of the Hart Line also carries the mail and passengers from Fernandina to Trader's Hill on St. Mary's River, a favorite place for tourists.

Two trips are made each week. H. L. Hart, Prop. Palatka.

Steamer Marion, Capt. Grey weekly line for the Ocklawaha.

LECTURES ON FLORIDA.

The author of this "Guide" is prepared to deliver lectures on "Florida" during the present winter before Lyceums, Societies and Churches. Address, Rev. E. S. Wheeler, Valley Falls, R. I.

MISCELLANEOUS.

The Boston and Savannah Steamships are well appointed vessels. Sailing weekly. Superior passenger accommodations. Exact date of sailing advertised in Boston and Savannah papers—Freight taken to all points. For particulars inquire of Wm H. Ring, 18 T wharf Boston, or Richardson & Barnard, Savannah, Ga.

Steamers Carondolet & City of Dallas from New York every Friday, Pier 20 E. R., connect at Fernandina with trains of A. G. & W. I. T. Co. R. R. which leave at 5.20 A. M., for Cedar Keys and intermediate stations. A special for Baldwin leaves at 6.45 P. M. Also special from Fernandina upon arrival of steamer from Brunswick, Ga., at 11 A. M., for Jacksonville, arriving at 2.00 P. M.

Merchants and private parties wishing oranges can be supplied to any extent by H. L. Hart, Palatka, Fla.

The officers of the Florida Land and Immigration Co. in Florida are Samuel A. Swan, Land Commissioner, Fernandina. C. Wycliffe Yulee, Sec., Fernandina, and J. B. Oliver, Gen'l. Agt. 34 Park Row, N. Y. Title perfect. Price low. Selection advantageous. Location along line of railroad from Fernandina to Cedar Keys.

The "Gulf House" Cedar Keys is worthy of patronage. Mrs. Georgia Hodgson the enterprising proprietress knows how to keep a good hotel, The average heat for June for 36 years was 80.77 degrees, and in Dec. 56.12. Sun strokes are unknown in Florida.

Mr. Mart, near Fort Mason, has a lemon tree eleven years old from the seed, which measures forty feet through the boughs, and is estimated to have 6,000 lemons on it at the present time. He also has fourteen orange trees of the same age, the seed of which were planted by him in the ground where the trees now stand, that have 500 oranges on each.

Passengers via Piedmont Line desiring to go to Florida via Charleston, will make a pleasant connection via Columbia—via S. C. R. R.

Hunters may rely upon Stevens & Co's arms, which we advertise —the Hunters Pet is a marvel.

PROVIDENCE, NORFOLK AND BALTIMORE

STEAMSHIP LINE,

FOR BALTIMORE DIRECT,

STOPPING AT NORFOLK, VA., EACH WAY.

Consisting of Steamers

McCLELLAN, 1100 tons.....Capt. J. S. March, Jr.
WM. KENNEDY, 1000 tons.....Capt. H. D. Foster.
BLACKSTONE, 1200 tons.....Capt. Geo. Hallett.

One of which will sail from Providence

EVERY WEDNESDAY AND SATURDAY,

AT FIVE O'CLOCK P. M.,

Connecting at Norfolk with the Virginia and Tennessee Air Line and Seaboard and Roanoke Railroads, and the Great Atlantic Coast Line, for all principal interior points in the Southern States.

Connecting at Baltimore with the

Baltimore and Ohio Railroad,

FOR ALL POINTS WEST, NORTH AND SOUTHWEST.

Through rates of freight and bills of lading given via the different railroad routes with which this line connects.

These steamers have comfortable accommodations for passengers.

Fare to Norfolk and Baltimore, $12, including meals and stateroom. Round trip, $20.

For freight rates, bills of lading and passage tickets, apply to

E. H. ROCKWELL, Agent.
Office, Ives' Wharf, India Street.

Lock Box, No. 482.

PROVIDENCE AND SAVANNAH LINE,

Via BALTIMORE, Md.

Consisting of Steamers "GEO. APPOLD," Capt. W. Loveland, and "SARRAGOSSA," Capt. T. A. Hooper, will sail from

SAVANNAH FOR PROVIDENCE DIRECT,

EVERY EIGHT DAYS.

Returning Sail from Providence for Savannah, via Baltimore, Md., connecting at Savannah with Central Railroad of Georgia and Atlantic and Gulf Railroad for all principal points in Georgia, Alabama and Florida, also with steamers running between Savannah and Fernandina and Jacksonville, Fla.

These Steamers have fine Passenger Accommodation.

Fare, including State Room and Meals, $28, Round Trip Ticket $50.
Freight taken at very low rates, and

THROUGH BILLS LADING

GIVEN TO INTERIOR POINTS.

For rates of Freight, or other information, apply to

E. H. ROCKWELL, Agent,

Office, Ives Wharf, India St., Providence, R. I.

Providence and Worcester Railroad.

Express train leaves Providence at 2 15 p. m.; leaves Worcester at 10 30 a. m., stopping at Woonsocket, Uxbridge and Pawtucket.

Passenger trains leave Providence for Worcester at 7 20 and 11 30 a. m., and 4 05 p. m.

Worcester for Providence at 7 30 and 10 30 a. m., and 4 00, 6 30 p. m.

The 7 20 a. m., and 2 15 p. m. (Express), from Providence, and the 10 30 a. m. (Express), and 4 00 p. m. trains from Worcester connect at Worcester Junction with trains to and from Clinton, Fitchburg, Rutland, Saratoga, Montreal, Nashua, Lowell, Concord, and the White Mountains, Springfield, Albany, Niagara Falls, and Points North and West.

Through tickets and baggage checked to all important points.

Special trains leave Providence for Waterford at 8 45 a. m., connecting with trains for Southbridge, Putnam, Norwich, Philadelphia, Washington and all points south.

Woonsocket for Providence at 8 00 a. m., and 1 30 p. m.

Passengers from Providence going to Florida or any other Southern point by an all rail route from the East, ould do well to take the 8 45 a. m. train from Providence connecting at Blackstone with the through Southern train of the N. Y. & N. E. R. R. Saving a transfer in New York, making an all rail connection for the South.

At Widnsor's Ticket Agency in Worcester Depot, Prov., Southern Travellers may obtain tickets to every point

TRAVELERS' GUIDE TO THE

SOUTH

VIA PIEDMONT AIR LINE.

ROUTE No. 1, All Rail via Richmond, Charlotte and Atlanta.

Leave New York at 6.00 P. M., with Pullman Palace Sleeping Cars and first-class Passenger Cars through to **Belle Isle Junction,** (opposite **Richmond**), without change.

Leave West Philadelphia Depot 9.15 P. M.

Leave Charles St. Depot. Baltimore, at 12.25 A. M. A Sleeping Car for Richmond, without change, leaves Calvert Station, Baltimore, which passengers can occupy as early as 9.00 P. M.

Leave Washington, 2.13 A. M. Arrive at Richmond 7.40 A. M. **Leave Richmond**, via Richmond & Danville R. R. at 7.50 A. M. **Leave Belle Isle Junctiou** at 8.22 A. M.—Breakfast. Via Piedmont Air Line, R. & D. R. R. and A. & R. A. L. Railway and connections on train with Palace Sleeping Cars and new first-class Parlor Cars attached. THE SLEEPING CARS run through to Brunswick, Ga., 836 miles, without change from Richmond, via **Atlanta.** Another Sleeping Car being attached to train at Atlanta for New Orleans, makes practically **but one change of cars from New York to New Orleans by this route. Leave Danville** at 2.55 P. M.—Dinner. Leave Greensboro at 5.40 P. M. Arrive at **Salisbury** 7.55 P. M.—Supper. Arrive at Charlotte 10.37 P. M. Arrive at Greenville 3.04 A. M, Arrive at Buford 8.05 A. M. —Breakfast. Arrive at **Atlanta** 10.15 A. M. Six hours better time than any other line, **only 40 hours from New York to Atlanta.** Arrive at Opelika 6.29 P. M. Arrive at **Columbus** 10.00 P. M. Arrive at **Montgomery** 9.30 P. M. Mobile 4.10 A. M. Arrive **New Orleans** 10.00 A. M., making close connection for **Galveston Texas.** Arriving next day at 11.00 A. M. **QUICKEST TIME MADE—ONLY 64 HOURS NEW YORK TO NEW ORLEANS,** and 89 hours to Galveston. **48 hours to Macon.**

FOR FLORIDA,

Deave Richmond 7.50 A. M., **Bell Isle Junction** 8.22 A. M. in through Palace Sleeping Bar to Brunswick, Ga., 836 miles without change, Arrive at Atlanta 10.15 A. M. Arrive at Macon 6.00 P. M. Arrive **Brunswick, Ga.,** at 6.30 A. M. Thence by steamer, inside route, Breakfast on Boat, a **beautiful run** of 3½ hours, Arriving at Fernandia 10.30 A. M. Leave Fernandia via rail without change of cars and Arrive at Jacksonville at 2.00 P. M., **only 68 hours New York** to **Jacksonville,** and with **less changes** of cars **than via any other route.**

ROUTE NO. 2 All Rail via Richmond, Charlotte and Columbia

Leave New York, Philadelphia, Baltimore, Washington and Richmond as in schedule route No. 1. Arrive at *Salisbury* 7.55 P. M.—supper, and leave at 8.15 P. M. in *through Sleeping Car to Agusta without change.* Arrive at *COLUMBIA* 5.10 A. M. Arrive at Graniteville 8.44 A. M. Arrive at *Aiken* 9.30 A. M. Arrive at *Augusta* 9.30 A. M. Arrive at *Savanah* 4.00 P. M., via Port Royal R. R., via the central R. R., of Ga., at 5.25 P. M. *Leav Savannah* at 4.00 P. M., with through Sleeping Cars without change, and arrive in *Jacksonville* at 9.55 A. M., *only 64 hours New York to Jacksonville. Quickest time ever made and less changes of Cars. Practically but ONE CHANGE of Cars from NEW YORK to AUGUSTA.* Arrive at Macon 6.35 P. M. *Only* 39½ *hours New York to Angusta, and 46 hours to Savannah. ASK FOR TICKETS via this route, by RICHMOND, CHARLOTLE and AUGUSTA.*

THE BEST ROUTE FOR

Washington & Florida.

On and after MONDAY, December 18, a Pullman Sleeping Car will be dispatched from Boston on the 9 a m. train from the Summer Street Depot of the New York and New England Railroad, running through **WITHOUT CHANGE** *via* Putnam, Willimantic, New Haven, Harlem River, (transfer steamer Maryland), Jersey City, Philadelphia, Wilmington, Baltimore, Washington, Alexandria, Manassas, Gordonsville and Lynchburg, to Danville, Virginia, there connecting at 3 o'clock on the afternoon of the next day, with through sleepers for Atlanta and New Orleans for Savannah and Augusta, and for Jacksonville, Florida. Breakfast in Boston; dinner on board the transfer steamer Maryland; supper in Philadelphia; breakfast at Gordonsville and dinner at Danville. From Boston at 7.00 p. m. with Pullman Sleeper arrives in Washington at 1.00 p. m., next day.

CHAS. P. CLARK, General Manager.

A. C. KENDALL, Gen. Pass. Agt. N. Y. & N. E. R. R.

Eutaw Hotel, Baltimore, Md.

Having purchased this well known and favorite Hotel, the most eligible in Baltimore, and put it in complete repair, with the view of running it n connection with our house in Richmond, Va., we have the pleasure to announce that it is now open for the reception of guests.

It is the aim of the proprietors to furnish superior accommodations at moderate rates, and their well-known experience, together with the fact that they have purchased the fee simple of the property, and are expending upon it large sums of money, rendering it one of the finest hotel structures in the South, are sufficient guarantees that no pains will be spared, in all minor details, to promote the comfort of their guests.

The principal places of amusement are all within a few squares of the Hotel.

Special suites of rooms will always be kept in readinsss for wedding and other large travelling parties.

Families can be furnished with suites of capacious and convenient rooms.

The table will always be provided with the choicest the market affords, and the comforts of the guests will be constantly attended to by a corps of thoroughly trained servants. One of Otis & Co's first-class Elevators is in operation day and night.

Omnibusses connected with the hotel will be found at all depots on arrival of trains. The office is open during the entire night, and guests will be received or called at any hour.

A. J. FORD & SON, Proprietors.

The undersigned, so long and favorably known as Proprietor of the Maltby House, of this city, and more recently as being connected with the Carrollton Hotel, takes pleasure in saying that he has connected himself with Ford's Eutaw Hotel, where he will be pleased to see his many friends and the public generally. A. B. MILLER.

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Sporting Rifles and Shot Guns,

POCKET RIFLES & POCKET PISTOLS,

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The barrel is of the best steel, eighteen inches long, pistol and skeleton stock, and makes excellent targets 200 yards. Price $22. For short range shooting it has no superior at any price, and challenges the best.

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Every arm thoroughly tested and perfectly sighted before leaving the works. All equal to the very best made anywhere, and sold at less cost.

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SEASON OF 1876–7.

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Between the Northern cities and Jacksonville, Fla., which combine many attractions and secure the highest degree of comforts to *invalids* and others visiting the *Italy of America* EXCURSION TICKETS, and all information can be had by applying at the Co's Office in

New York,	Newark,	N. Brunswick,	Williamsport
Boston,	Elizabeth,	Trenton,	Altoona,
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And all the principal Ticket Offices in Pennsylvania, N. Y. & N. E. States.

FRANK THOMPSON, Gen'l Manager. L. P. FARMER, Asst. Gen. Pass. Agt. D. M. BOYD, Gen. Pass. Agt

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MAIL STEAMSHIP COMPANY'S LINE TO

SAVANNAH, GA.,

Sailing every SATURDAY from Pier 22, below Pine Street, Delaware River, at 10 o'clock A. M., connecting at Savannah with the

Central Railroad of Georgia, Atlantic & Gulf Railroad and Florida Steamers,

This Line is composed of the Steamships

JUNIATA, 1390 tons. WYOMING, 800 tons.

The Wyoming does not carry passengers.

The **JUNIATA** is a favorite ship with the traveling public, having passenger accommodations of the most superior character. She has recently been refitted and elegantly furnished with everything requisite to the comfort and convenience of passengers.

Families enroute for Florida, Georgia, Alabama, and even as far as New Orleans, will find the Savannah route the most desirable for comfort, as well as the most economical.

through trains of the Central Railroad of Georgia, and the Atlantic & Gulf Railroad, Florida, leave Savannah every morning and evening.

The Florida Steamers leave Savannah three days in the week for all points on the cost. For further information apply or address

WM. L. JAMES, General Agent,
416 South Delawere Avenue, Philadelphia.

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FOR THROUGH TICKETS to FERNANDINA, JACKSONVILLE, ST. AUGUSTINE, SANFORD, ENTERPRISE, and intermediate landings on ST. JOHN'S RIVER and interior points in FLORIDA, by steam ship to SAVANNAH, and thence by railroad or steamboat, apply to WM. L. JAMES, General Agent

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To Brunswick, St. Mary's, Fernandina and Jacksonville. The elegant Steamer J. B. SCHUYLER, Capt. Burns, leaves Savannah every Tuesday and Friday at 10 o'clock A. M. Returning, leaves Jacksonville every Wednesday and Saturday,

J. S. LAWRENCE, Agent, Savannah, Ga

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NEW YORK, SAVANNAH AND NASSAU

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A First-Class Passenger Steamship will leave

SAVANNAH FOR NASSAU

EVERY 10 DAYS.

Making close connections at SAVANNAH with FIRST CLASS STEAMERS, to and from NEW YORK, or by rail to all parts of the country, thus giving the option of a short sea voyage to or from SAVANNAH, or a longer voyage to or from NEW YORK: also affording

FLORIDA AND SOUTHERN TOURISTS

every facility for including NASSAU in their trip without being forced to take passage from a Northern port.

TO INVALIDS

seeking a STILL MILDER CLIMATE THAN FLORIDA can afford, NASSAU is strongly recommended, as the temperature

Never Falls Below 64° Fahrenheit nor Rises above 82°.

TOURISTS AND PLEASURE SEEKERS will find the varied scenery of New Providence and the surrounding islands is a source of constant enjoyment.

THE ROYAL VICTORIA HOTEL,

is beautifully situated and well kept. It is favorably known the world over by tourists and travellers.

EXCURSION TICKETS at reduced rates; issued from prominent points in the United States and Canadas, by Steamer from New York to Savannah, and thence to Nassau, and return; also including points in Florida. And from all points in Florida, via Savannah, to Nassau, and return to any point desired.

N B.—The Steamers always go to the Wharf at Nassau.

For further information, Rates, Passage, Schedule of departures, etc., apply to the Agents,

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GUSTAVE LEVE,
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Jacksonville, Fla. - - George McGinly, Proprietor.

This new and thoroughly first-class Hotel, situated on the most attractive thoroughfare in the city, has since its opening enjoyed the most

Extensive Patronage from the Pleasure Seeking Community,

Offering, as it does, superior advantages of modern construction, with the attachment of every convenience and comfort. This House is situated within two hundred yards of the railroad depot and steamboat landing of the daily mail boat to all points on the St. John's River, overlooking this beautiful river, affording the guest a **River View of Nine Miles** from the Piazzas and front rooms of this House.

The Cuisine, Attendance, Etc.

Are performed in such a manner as to give the GRAND NATIONAL a reputation extending throughout the country, (and second to none.)

A Liberal Discount made to parties and families desiring to make Arrangements for permanent Board.

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Open from November to May.

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PALATKA is situated on the west bank of the St. John's River, seventy miles south of Jacksonville. It is at the head of navigation for Ocean Steamers, and near the mouth of the celebrated Ocklawaha River. Hart's famous Orange Grove is immediately across the St. John's River, opposite the town. Florida Tourists should visit Palatka, and make the trip to the upper St. John's and up the romantic Ocklawaha.

Palatka can be reached by steamers daily from Jacksonville, and by Steamers from Charleston and Savannah, which run in connection with Steamers from New York, and lines of Railroads from the North. Steamers leave Palatka daily for Sanford and Enterprise, via the St. John's River, also, for Silver Spring via the Ocklawaha River.

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Passenger accommodations unsurpassed. No extra charge for State Rooms, Meals, or transfer of baggage. Through Tickets to all points in **FLORIDA.** Steamers leave Pier 20, East River, EVERY TUESDAY and FRIDAY, at 3 p. m.

Excellent Facilities for Freight.

Apply to C. H. MALLORY & CO., AGENTS,
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The Commodious New Iron Steamer Carrie,

CAPT. JOE SMITH,

Will make weekly trips (through the inside passage) between **Fernandina** and **Jacksonville, Palatka, Sanford, Mellonville, and Enterprise,** and intermediate landings on the St. John's River, as follows :

GOING SOUTH—Leave Fernandina every Thursday morning to suit the tide, and Jacksonville same day for above points, connecting at Palatka with steamers for the Ocklawaha River and Crescent City. RETURNING —Will arrive at Jacksonville, Wednesday morning, and leave for Fernandina the same day to suit the tide, connecting at Fernandina with one of the elegant steamships of the Fernandina line for New York.

CHATER & KING, Fernandina,
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LARKIN HOUSE,
On the St. John's River, Palatka, Florida,
OPEN DECEMBER 20, 1876,

Is not only the LARGEST but the FINEST HOTEL on St. John's River, south of Jacksonville, and has accommodations for 250 Guests, combining all the modern improvements, the prominent features of which are the following :

1. It is an entirely New Hotel.
2. It has Large Rooms, High Ceilings and Perfect Ventilation.
3. It is Lighted with Gas.
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6. The Table is supplied with all the Luxuries of the Season, and equal to any in the country.

The location at Palatka is second to known on the St. John's River, being situated on the bank of the River, and entirely surrounded with Sweet Orange, Live Oak and Banana Trees.

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The author of this "Hand-Book" knows from experience, that the proprietors o the Larkin House, are most competent, excellent men in their business.

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Passengers from the North arriving in Charleston via different lines of Railroads and Steamers will take trains for

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Both Morning and Evening.

Time Through to Jacksonville, - - 24 Hours.

PULLMAN SLEEPERS on all Night Trains.

No Omnibus transfer in Savannah.
Every attention given to the comfort of passengers.

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The elegant Steamers CITY OF BOSTON, CITY OF NEW YORK, and CITY OF LAWRENCE, form an excellent line for

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Leaving New York in the Winter at 4.30 p. m.. and in Summer at 5 p. m., Pier 40 North River. Trains connecting with these steamers leave Boston for New York at 6.00 p. m., in time for all early Western and Southern trains.

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The following well-known steamers compose this line: CITY OF HOUSTON, CITY OF SAN ANTIONIO, RIO GRANDE, STATE OF TEXAS. Through Bills of Lading and rates given to all points on the railroads in Texas.

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This NEW AND ELEGANT HOUSE will commence its second Winter Season DECEMBER 1st, 1877, under the management of MR. D. W. RANLET, the popular Manager of last year. It combines

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This is the short and quick route to all points South, it being **Quicker** to Atlanta than any other line, and

Only 64 Hours New York to New Orleans.

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